

"Gets-It" Peels Your Corns Right Off

Two Drops Will Do It Without Fuss or Trouble. Never Fails.

There's only one way to get rid of a corn, and that is to peel it off. You would a banana skin. There is only one corn remover in all the world that does it that way, and that



There's No Corn "Gets-It" Will Not "Get." It is because of this fact that "Gets-It" is today the biggest seller among corn-removers on this planet. It means the end of "corn-budding." For hard corns, soft corns, very old corns, young corns, corns between the toes and calluses, it means a quick, certain finish. "Gets-It" is applied in 2 or 3 seconds. All you need is 2 or 3 drops. As easy to do as signing your name. It does away forever with tape, plasters, bandages, knives, corn-diggers, saws, files and blood-bringing razors. Ease your corn-pains, be corn-free at last. "Gets-It" the only sure, guaranteed, money-back corn-remover, costs but a trifle at any drug store. Mfd by E. Lawrence & Co., Chicago, Ill. Sold in Brattleboro and recommended as the world's best corn remedy by Brattleboro Drug Co., C. F. Thomas, W. E. Root.

Wild pigeons are believed to be the most voracious eaters of the animal kingdom in proportion to their size. One consumes a thousand grains of wheat in a day.

Mrs. Minnie L. Bray, of Carson City, Nev., has been named registrar of land offices by President Wilson.

NEW ENGLAND DAYLIGHT SAVING

Massachusetts Chamber of Commerce Suggests It Be Continued

ENACT STATE LAWS TO ENFORCE IT

New England is a Geographical Unit and States Might Well Act in Concert—Not Sure Massachusetts Would Favor Such a Law.

BOSTON, Sept. 5.—The Massachusetts chamber of commerce has issued a statement regarding the possibility of the continuation of the daylight saving plan in New England which in part follows:

"It is to be regretted that the congress of the United States has been influenced by efforts of a well-organized minority against the beneficial daylight saving law and has voted its repeal over the twice exercised veto of the President. This action has been taken, however, and the law will shortly cease to exist as a federal statute. This fact need not worry the friends of the measure in New England if the proposal that has been made in the public press and elsewhere should be developed.

"This proposal is nothing more nor

less than to have the legislatures of the six New England states take concerted action to establish a daylight saving law exclusively for New England and applicable under the law of each state.

"Whether the idea that has been suggested will meet with overwhelming support and become law in Massachusetts, we are unable to predict. It is certain, however, that support for the proposal would not be lacking as New England, and especially Massachusetts, has been one of the strongest supporters of the daylight saving law.

"New England is a geographical unit. In the minds of most persons it is considered as an industrial and commercial unit. In matters of transportation the common interest of all New England is unquestioned. In addition to these it is also possible to say that New England is a unit in its unequalled advantages as a vacation resort. In every one of these respects the experiences of the daylight saving law have demonstrated that the federal law possessed very great value and won thousands of enthusiastic supporters who were opposed to it when first proposed as a federal law.

"The position of the Massachusetts chamber of commerce regarding the proposed application of daylight saving to New England has not as yet been determined. The executive committee has expressed its informal approval and is likely to formally recommend the proposal for the consideration of the board of directors when it meets again early in September.

"Meanwhile it is desirable that the constituent organizations of the Massachusetts chamber and those chambers of commerce, boards of trade and other associations of the state who are not affiliated should give the proposal some consideration in order that public support of the measure, if and when proposed for the Massachusetts general court, shall be thoroughly determined."

300,000 RAILROADERS WANT WAGE INCREASE

Maintenance of Way and Shop Laborers Say They Are Lowest Paid Employees.

WASHINGTON, Sept. 5.—Representatives of the 300,000 members of the United Brotherhood of maintenance of way and railroad shop laborers asked the railroad wage board yesterday to adjust their wages in accordance with the principle laid down by President Wilson in approving adjustments last week for the railroad shopmen.

The board was told that the men adhered to the President's decision that there should be no general increases of wages while government agencies were actively seeking to return economic conditions to normal, but that they felt the inequalities in pay existing as between the employees of different railroad systems should be corrected, the maintenance of way men and shop laborers, the spokesmen said, received the lowest rates of pay of any class of employees in the railroad service.

Decision to ask for an adjustment of their wages at this time was reached by the men recently through a secret ballot. It was announced that the question of a general wage increase would be considered at the annual convention of the Brotherhood at Detroit, September 8.

ONE STRIKE SETTLED.

Railroad Shopmen at the Depew Shops Back at Work.

BUFFALO, N. Y., Sept. 5.—The strike of railroad shopmen employed at the New York Central's Depew shops was called off yesterday after conferences between the strikers and international union leaders, and the men returned to work this morning. The men of whom more than 900 were on strike, were persuaded to return to work only after two days of argument by the officers of their union.

M. J. McMahon of Washington, field representative of the International Association of Machinists, announced the settlement of the strike. Mr. McMahon, said that strikers in the Baltimore and Ohio shops at Cumberland, Md., and at the Chicago, Burlington and Quincy shops at Havelock, Neb., also would return to work this morning. These three places, he said, were the only ones where the union's order against strikes was disobeyed.

CAFE AGAINST PACKERS SEPT. 15.

Special Assistant to Present Case Before Chicago Grand Jury.

WASHINGTON, Sept. 5.—Proceedings under the Antitrust law against the five big Chicago packers will be presented to the grand jury, which will sit in Chicago beginning Sept. 15. Attorney General Palmer announced yesterday that John H. Atwood of Kansas City has been appointed a special assistant to the attorney general to cooperate in prosecuting the cases.

WILL MODIFY THE FOOD BILLS

Congress Is Not so Fierce Against Packers as It Was Few Months Ago

WILL NOT TAKE REFRIGERATOR CARS

Nor Will Government Take Over Refractory Concerns—Packing Corporations Have Conducted Expensive Campaign in Washington.

WASHINGTON, Sept. 5.—Congress was all set six months ago to pass legislation placing the great meat packers of the country under rigid government regulation. Since then sentiment has been changing gradually until today neither house is inclined to enact legislation making radical changes in the affairs of what are commonly known as the "Big Five." It is believed on Capitol Hill that legislation of some kind is needed, but at the same time there seems to be agreement that neither the Kendrick nor the Kenyon bill should be passed in their present form. Weeks of hearings which the senate committee on agriculture has held on these measures have made possible the prediction that the committee will draft a bill of its own eventually. It may be estimated, furthermore, that the committee's bill probably will differ from the Kenyon and Kendrick bills in two important respects, namely, that it will not compel the packers to give up control of refrigerator cars and will not give federal courts the power to appoint receivers to manage packing corporations which fail to live up to the terms and regulations laid down under the proposed government licensing system.

Washington does not seem to be so much interested in the fact that sentiment has changed as it is in what brought about the change. Summed up, it seems that those opposed to the bills have waged the most intensive campaign the capital has witnessed since the days immediately prior to the war, when congress was literally bombarded by German-American organizations. Persons who have studied the campaign in all of its intricacies aver that but for the intense interest in the contest over the peace treaty and the league of nations the country would have been plastered with information regarding the fight for and against government control of the "Big Five." As it is, the people know very little about how the corporations interested have opened their purses in what is said to be the most expensive campaign that has been waged in recent years; how the representatives of one great section of the nation have been lined up almost to a man against the proposed legislation, and how, among other things, the enmity of years' standing between the independent packers and the so-called combine has been apparently patched up. All and all, the story, as told wherever senators and congressmen gather in Washington, is most interesting.

The extensive propaganda waged by the packers has been a factor. It has taken the form of advertising, publicity agents, telegrams, letters, petitions and every conceivable sort of a way of convincing congress that the public does not want the Kenyon bill. The mainprings of this agitation apparently have been through banks and banking connections—the city bank writing to the country bank, etc., down the line. Senator Capper of Kansas received 26 letters from country bankers all against the bill, in three days last week. The bankers reach the business men and then the farmers and even some of the cattle raisers. Where cattlemen six months ago were demanding the legislation, the packers are showing now that they are divided. Cattlemen opposing the bill before the committee express the fear it will disturb cattle prices and injure the industry. National farm organizations, on the other hand, are a unit in demanding the legislation and say it will benefit the farmer. Labor elements also are behind the bill.

Apart from the direct packer fight is the suspicion and mistrust in congress and among government regulation and ending of business. The experience of the government with the railroads and the telephone and the telegraph has sickened congress of government regulation. The opponents of the bill have played on this feeling both in congress and before the country. They have dangled the present railroad disaster before the eyes of congress and have asked: "Do you want to take another big business and wreck it?"

Of course the champions of the bill say the legislation will not wreck the packers or interfere with them in the least so long as they keep within legitimate business lines and practices. Unquestionably it is a different proposal from government operation of the railroad and the cases are not analogous. But the argument is being made just the same.

Finally the packers are making a great play on the small margin of profit they make out of the business, and assert that no other business can be managed or operated as economically as theirs. They admit their profits at the aggregate are large, but only because they do such a huge business. Against this argument the supporters of the Kenyon bill point to the fact the packers are going into every line of business, growing larger and larger every year, reaching out until they assert that unless the very size of the "Big Five" is curbed in some fashion the five companies will have a controlling grasp on foodstuffs not only in the United States but the world. The fight is still in progress and will be waged until both houses have passed on the question. So far as the committee is concerned, it probably will report out a bill with the more drastic sections of the Kenyon-Kendrick proposals stricken out. Then the real contest will begin in the floor of the senate. It seems today as though the great corporations have a little the better of the argument.

TO HEAR CONSUMERS.

They Will Have Hand-Picked Delegation in Washington Conference.

WASHINGTON, Sept. 5.—President Wilson's plan for the organization of the labor and capital conference was given out at the White House yesterday. It indicates still another change from the program as it was understood before the President's departure.

The most important modification is the inclusion of delegates representing the consumers, to be selected by the President himself. The conference as definitely determined on will consist of:

Five representative employers, selected by the national industrial conference board.

Five men in general commerce selected by the United States chamber of commerce, two financiers, selected by the Investment Bankers' association, three farmers, selected by the American Society of Equity National Farmers' union and the National Grange, making a total of 15 on the employers' side.

Fifteen labor representatives, selected by President Gompers of the American federation of labor.

Fifteen representatives of the general public to be named by President Wilson.

Thus the conference will be composed of 45 delegates coming from the three great divisions of our industrial population. It is surmised that the 15 representatives of the public will be selected from among the college professors and other professional men, with a preponderance of economists, social workers and sociologists.

BELLOWS FALLS COUPLE CAUGHT

John Forcier Charged With Enticing Young Girl from Home.

FITCHBURG, Sept. 5.—John Forcier, aged 23, and Miss Catherine Keefe, aged 15, both of Rockingham, Vt., were turned over to Vermont authorities yesterday. Forcier is charged with enticing a girl under 16 to leave her home while Miss Keefe was detained by the local police on a charge of being a runaway.

Forcier and Miss Keefe were arrested in Ashburnham. It is alleged that the couple lived near each other in Rockingham, planned to marry.

Forcier was taken back by Chief Severance of Bellows Falls, while Miss Keefe went back in custody of her brother.

Keep Cool—Be Happy

A TREAT that can't be beat. That's what you'll say after you've tasted **Turnbull's Ice Cream.**

Rich, fresh cream and milk from the best dairy herds of northern Vermont come to the **Turnbull model ice cream plant** to be transformed into the smooth, rich ice cream that tickles the taste of the most discriminating.

Don't be satisfied with just "ice cream" try **Turnbull's**. Find the dealer with the Turnbull sign.

J. G. TURNBULL CO. ORLEANS, VT.

TURNBULL'S ICE CREAM

Huntress-Adams Company**New Fall Arrivals**

50-inch Seal Plushes, in black or beaver, for scarfs or trimmings.

18-inch Crushed Plushes, for collars or scarfs, \$2.98

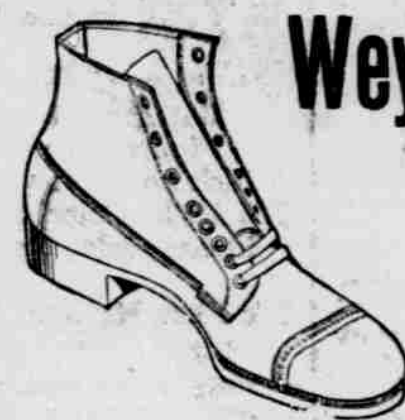
Black Velveteens, 21-, 24- or 27-inch; so popular for the bolero jackets, and very scarce.

New Sweaters in tuxedo, semi-slip-on and seasonable styles, \$6.98, \$9.75, \$10.00

New Dresses in serge, tricotine, jersey, tricollette, crepe, meteor, satin.

Newest Blouses, georgette, satins, voiles, batiste. New arrivals from day to day; you will be pleased when you see them.

PRICES ARE REASONABLE

**Weyenberg Shoes**

FOR BOYS

THE KIND OF SHOES FOR HARD WEAR

We are prepared to show you a new line of strong, durable shoes for the boys to run about in and give you more for your money than ever.

ASK ABOUT "WEYENBERG" SHOES CALL TODAY

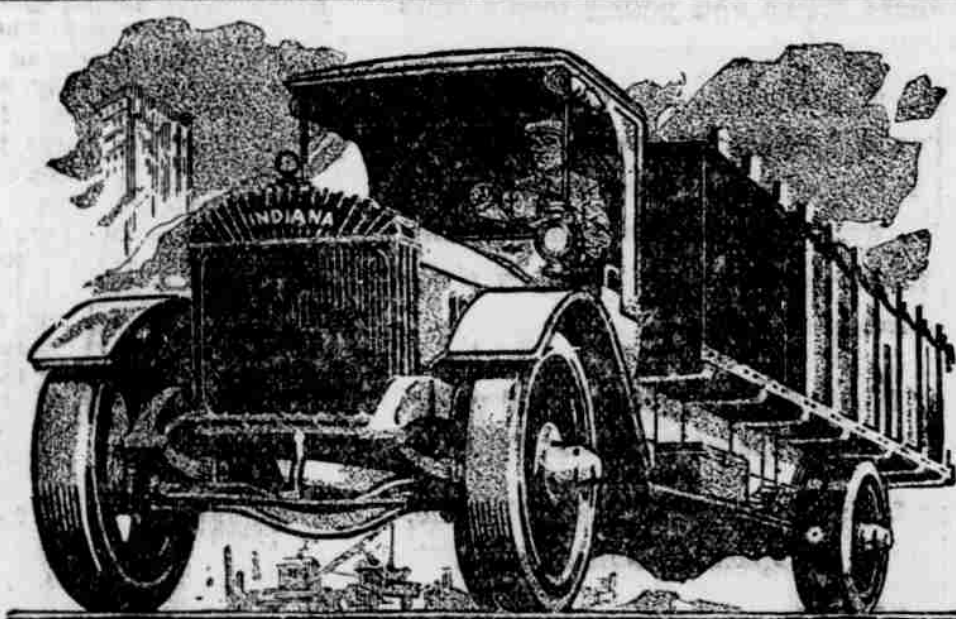
Dunham Brothers Co.

If you are fortunate enough to live in Brattleboro you have the advantage of a 2 1/2 c rate for cooking by electricity. If that doesn't mean anything to you, ask

HORTON D. WALKER

SEPTEMBER 30 VALLEY FAIR OCTOBER 1

The price of all ranges will advance on September 20 about 20 per cent.

**America's Greatest Truck Value**

YOUR Indiana Truck offers \$150 to \$850 more value than do other trucks. This is why it has earned this supreme recognition. Compare its advantages with higher priced trucks and you'll wonder why Indiana Trucks are sold at such remarkably low prices.

The reason is because Indiana manufacturers and dealers are satisfied with a tremendously lower margin of profit. They make their profits from the BIGGER demand and BIGGER sales.

Its worm-drive rear axle is tested in actual service to 100,000 miles.

The Indiana Truck has a high-powered, heavy-duty motor; oversize, heavy-duty bearings; disc-type clutch; 4-speed transmission; a gasoline-saving carburetor; and a magneto of 100% dependability.

Get to know MORE about this GREAT VALUE truck today. Call, write or phone.

TWIN STATE INDIANA CORP.

E. A. Rowe, Mgr. Springfield, Vt.

"If Motor Trucks Could Be Made Better For More Money Indiana Would Build Them"

WORM DRIVE

INDIANA TRUCKS

HANK and PETE

YEP, I'M GONNA PUT ONE OVER ON THE EGG TRUST, HANK. NO MORE PAYING 60¢ A DOZEN FOR MINE!

HOW'S THAT?

I'M GOING TO RAISE MY OWN EGGS—BUT YOU MUST KEEP IT SECRET 'CAUSE I WANNA SURPRISE MY WIFE!

BUT HOW ARE YOU GONNA GET YOUR OWN EGGS WITHOUT A HENNERY?

?

SH—I'VE GOT TWO CHICKENS IN MY ROOM UPSTAIRS—

I'LL GIVE YOU A CHANCE TO WHISPER THE STORY ABOUT THOSE TWO WOMEN IN THE DIVORCE COURT!!

THE OLD BOOB WHO SHOWS HIS YOUNG KID HOW TO HIT A TENNIS BALL HARD!

SHE ONLY HEARD PART OF THE STORY

By KEN KLING

ASSORTED NUTS